

Aggregate Summary

Suitability Criteria Goals and Objectives Statements

OHV Suitability Topical Working Group

Dixie-Fishlake National Forests
Forest Plan Revision

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Facilitator: Kathleen Bond

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Overview

Over the process of two meetings, participants discussed ideas/statements for both + Opportunities and – Challenges of OHV use on the Dixie-Fishlakes NFs. They also clustered these ideas/statements into categories (issues). The following is an aggregate of participants' suitability criteria goals and objectives statements for those categories.

Note:

- Verbatim statements are identified by number and sometimes with a corresponding letter.
- Goals are typed in boldface.
- When a participant added a comment or suggestion to another participant's goal or objective statement, it is reflected in boldface italics.

I. +/OPPORTUNITIES FOR OHV USE

Categories

A. Economics

Goals

1. The costs in resource damage, trail maintenance, loss of habitat, search and rescue must be balanced against economic benefits.

Objective

1.a. Complete unbiased cost/benefit analysis, and respond to the analysis in a proactive way.

2. Forest Service should establish workable guidelines that would allow agency to work with local communities and economies to promote responsible, organized, and designated OHV use.

Objectives

2.a. Establish regulations which will allow communities and organizations to promote and hold organized events such as OHV Jamborees.

2.b. Establish workable and timely regulations that will allow for the establishment and designation of OHV trail systems with trailheads that tie to local communities.

2.c. Publish maps of trail systems and designated trails linked to communities.

3. Counties & towns will (or should) see a positive impact from OHV users passing through and using the resources.

3. Counties & towns will (or should) see a positive *ECONOMIC* impact from OHV users passing through and using the resources.

Objectives

3.a. The Forest Service (as they & local & county people) plan (& recommend) OHV routes will consider the services and involvement of the areas traversed in a positive manner

4. Local businesses can make lots of money from OHV users

Objective

4.a. The Forest Service can work with State and local agencies to allow limited access to these sites, i.e. during day light hours, adhering to OHV laws. These routes need to be routed away from homes & homesites.

5. Keep good, clean ATV use.

Objectives

5.a. Great for small communities' economics.

5.b. With seed packets great for forest to implement seed usage

6. Manage OHV use on the Dixie-Fishlake National Forests that maximize economic opportunity for gateway communities while minimizing the impact to overall forest health, vegetation, wildlife and other forest users.

Objectives

6.a. The FS will identify and map connector trails that tie to the availability of food, lodging and fuel.

6.b. The FS will involve local individuals, city officials, state agencies and county governments in identifying (inventorying) and/or developing OHV trail systems and 4WD roads that provide the motorized, recreating public with a range of experiences.

6.c. The FS will pursue partnerships and grants for developing logical OHV trail systems to help mitigate budget constraints.

7. Proper management to assist locals

Objective

7.a. F.S. to cooperate with local communities/clubs to help both F.S. and local entities.

8. Manage forest lands to allow OHV use for economic purposes

8. Manage forest lands to allow “OHV use for economic purposes *should be one consideration into how forest lands are managed”*

Objectives

8.a. Identify existing businesses currently involved in OHV/public land

8.b. Identify future and potential businesses that could utilize public lands

8.c. Identify suitable routes and areas of capability to support economic enhancement

9. Increase opportunities to boost local economies by providing roads and trails open to OHV use that lead to communities adjacent to or within the national forest boundaries!

Objectives

9.a. Allow OHVs to access national forest systems from community based resources such as gas, lodging, state and federal highway systems.

9.b. Provides access to OHVs from community based facilities and suppliers of equipment, maintenance and repair and guides.

9.c. Allows for extended trips (over night) by providing access to community based resources.

10. Forests will accurately determine the benefits of ORV recreation to communities and compare these with accurately determined costs of accommodating such recreation.

Objectives

10.a. Estimates of benefits shall be submitted to unbiased, disinterested peer review of methodology, data used, and conclusions—and corrected as needed.

10.b. Costs of trail construction, maintenance, and mitigation of negative effects on wildlife, watersheds, and ecosystems will be drawn from Forest Service experience and data in similar terrain, soil conditions, etc.

11. “Manage OHV use on the Dixie-Fishlake National Forests that maximizes economic opportunity for adjacent gateway communities while minimizing the impact to overall forest health, vegetation, wildlife and other forest users.”

Objectives

11.a. When possible, route OHV routes into adjacent communities

11.b. Identify areas where local communities may post information regarding goods and services are available.

11.c. Identify as many routes as possible that may be used for Jamborees and other organized events.

11.d. The Special Recreation Permit application process should be made as streamlined as possible.

11.e. The Forest Supervisor must make all planning decisions, whether they be a Forest Plan or a site specific project level plan performed by a District Office as consistent as possible to the plans and desires of adjacent communities.

12. The F.S. must collaborate with the local communities and county governments to identify, maintain, and support economic development opportunities involving OHV use on a regular and ongoing basis.

Objectives

12.a. F.S. plan revision should include clear statements from counties and local communities on existing economic opportunities involving OHVs and future expectations. (e.g., Fish Lake/Piute trail data)

12.b. F.S. should commit to yearly meeting with community representative to review current economic data and plan for future years.

12.c. A yearly cost/benefit analysis should be attempted and developed (start basic and evolve).

12.c.1. Details on F.S. expenditures on OHV

12.c.2. \$ estimates of resource impact

12.c.3. Yearly visitor logs (trail counts)

12.c.4. Resource repair or remediation costs incurred specific to OHV use

12.c.5. Enforcement costs & fine revenues

12.d. F.S. needs to be aware that failure to address positive economic development opportunities in counties designated as economically depressed (Garfield County) or in counties where OHV use has a documented positive economic impact (Piute & Sevier counties) could lead to an environmental justice claim against the F.S.

B. Access for Physically Challenged

Goals

- 1. Establish Forest Service guidelines that recognize the need and provide for forest land access for the physically challenged.**

Objectives

- 1.a. Designate adequate routes for those who require mechanical/motorized assistance.
- 1.b. Upgrade some routes where access to physically challenged would be particularly beneficial.
- 1.c. Recognize within land use plan the unique needs of the physically challenged.

- 2. To accommodate those with needs (This should be thought through carefully).**

Objective

- 2.a. The Forest Service will (with the input from some of the physically challenged groups) provide some routes with these needs being considered (allowing for a wider demograph of users).

- 3. Easy trails—easy to maneuver**

- 3. Provide easy access**

Objectives

- 3.a. Each Forest (FL & D) should have at least one easy to ride loop for the physically challenged.
- 3.b. Establish parking/unloading areas
- 3.c. No difficult trails.
- 3.d. Require cell phones where coverage exists for emergency use

- 4. Signed Trails**

Objective

4.a. Keep people out of difficult areas.

5. Provide a reasonable range of access opportunity to see the backcountry through OHV use by youth, the aging population and the physically handicapped.

Objectives

5.a. Travel Plan maps will identify, through a standard mapping criteria, the routes that can be traveled easily by a rider with a physical challenge.

6. Help everyone to be able to visit and maintain the forest

Objective

6.a. Provide trails/roads for all users

7. Manage forest to allow physically challenged to access all geographical areas

Objectives

7.a. Determine suitable route to allow access-example “moon _____”

7.b. Determine alternate routes providing _____ routes for the physically impaired

8. Designate and maintain road and trail access for OHVs throughout the national forest in non-sensitive areas for scenic and remote travel.

Objectives

8.a. Allow physically challenged individuals that can safely operate OHV vehicles to expand their enjoyment of the public resources.

8.b. Make natural resources available to provide expanded educational opportunities for a broader expanse of the public.

8.c. Increase natural recreational pursuits to a wider segment of the public.

9. Taking the needs and desires of legally defined physically challenged people into account, recognize that variations in levels of physical fitness result from lifestyle choices.

Objectives

9.a. Persons shall be permitted to use wheelchairs in non-motorized areas so long as the wheelchair meets the legal definition of wheelchair.

9.b. Other means such as horses, shall be considered as alternatives to providing motorized access for physically challenged persons in sensitive areas.

9.c. Provide nonmotorized recreation opportunities near communities, at low elevations for the old, the young, the poor, and all others who do not have the means to travel to distant trailheads or the ability to hike in rugged terrain at high elevations.

9.d. Recognize that many areas in a Forest are necessarily non-motorized to protect multiple uses such as sensitive species, native vegetation, wildlife habitat, and solitude and quiet

10. “Provide a reasonable range of access opportunity to see the backcountry through OHV use by youth, the aging population and the physically handicapped.”

Objectives

10.a. Primitive ROS should be designated only where existing uses are compatible, leaving as much of the forest open for access by the disabled via vehicles.

10.b. Where appropriate, facilities should be constructed that are disabled access friendly.

C. Recreational and Family Values Benefits

Goals

1. Recognize families participate in all forms of outdoor recreation, provide quiet areas for non-motorized family areas, as well as designated ORV trail and staging areas.

2. Recognize and provide for family recreation opportunities with Forest Plan

Objectives

2.a. Establish regulations that will recognize need and provide for diverse recreation opportunities.

2.b. Designate organized trail systems that are accessible from established camping areas as well as dispersed access areas.

2.c. Recognize diversity of interests and provide diversity of recreation opportunities.

3.To promote family togetherness

Objectives

3.a. Children under 16 years (without licenses) need to have a parent supervisor at all times when on OHVs.

3.b. All safety/how to courses/class on OHVs need to have a parent supervisor for the entire class & time.

4. Signage

Objective

4.a. Keep families out of difficult areas.

5. Family Fun (Dixie)

Objectives

5.a. Establish “end of trail” picnic facilities (stores, tables, etc.)

5.b. Establish turn off areas along trails for lunch breaks, bathroom stops, etc.

6. Through comprehensive inventories and detailed, yet understandable, mapping, provide a range of OHV trail riding opportunities that fulfill the experience desired by family outings.

Objectives

6.a. Travel Plan maps will identify, through a standard mapping criteria, the routes that can be traveled easily by families.

6.b. Signage will be maintained that identify points of interest on the ground that can be both educational and appealing to visual interest.

6.c. Where compatible with reasonable conservation measures, trails will be maintained through areas offering the opportunity to see wildlife and view scenic vistas.

7. Allow families to teach appreciation and love for outdoors

Objectives

7.a. Provide enough unstructured opportunities for families to enjoy and work together

8. Manage the forest to allow OHV access as it relates to family activities such as camping, trail riding, hunting, sightseeing, etc.

Objectives

8.a. Maintain good marked trails and camping areas.

8.b. Education program that encourage adherence to State and Federal laws

8.c. Maintain well marked and accessible trailheads.

9. Designate and maintain road and trail access for OHVs throughout the national forest in non-sensitive areas for scenic and remote travel.

Objectives

9.a. Support the national and local values of family based activities by providing access by OHVs.

9.b. Educate youth in proper conservation practices and environmental protection by sharing experiences as a family and with proper adult supervision.

9.c. Proper education instills the need for protecting natural resources for this and future generations while allowing for the enjoyment of those resources.

10. In keeping with the age-old tradition of families looking to forests for family gatherings and activities, provide a spectrum of recreation opportunities for ALL families.

Objectives

10. a. Recognize that both quiet recreationists and motorized recreationists have family values and family events.

10. b. Prepare a Recreations Opportunity Spectrum that balances opportunities for forms of recreation that are appropriate with each other and with natural habitat and watershed protection.

10. c. Provide balanced, equal opportunity, non-motorized opportunities for families near communities, at all elevations, especially in the spring when flowers are blooming.

11. “Through comprehensive inventories and detailed, yet understandable, mapping, provide a range of OHV trail riding opportunities that fulfill the experience desired by family outings.”

Objectives

11.a. Identify as many routes as possible that may be used for Jamborees and other organized events.

11.b. Identify areas suitable for large family gatherings.

11.c. Identify areas suitable for large family gatherings along OHV routes.

11.d. areas where large groups can stop for lunch, view scenic overlooks etc.

11.e. Utah's families are notably larger than most. It's not unusual to find family gatherings including 50 persons or larger. It is most important that: 1) Special Use Permit regulations and implementation of those regulations not require an average Utah family to secure a permit for family outings in National Forests and: 2) the specifics of the Forest Plan and the Forest Travel Plan include provisions for large group size recreational activities

D. Recreation

Goals

1. Establish regulations that acknowledge and provide for motorized recreation opportunities on Forest lands.

Objectives

1.a. Provide for and designate organized trail system for motorized users.

1.b. Designate other routes that are diverse and reflect a variety of user skill required from beginner to advanced.

1.c. Provide through Forest Plan for creation of additional routes to establish "loop" opportunities or to bypass heavily used Forest roads.

2. Rides on OHVs

Objectives

2.a. Loops through diverse areas

2.b. Pull outs for views

2.c. MPH limit (under 25 MPH?) to assure "scenic" ride.

3. Provide opportunity for a great number of users to really relax and enjoy a good use of Forest.

Objective

- 3.a. Adequate maps & trail markers without being too restrictive.

4. Manage the forest to allow OHV use for all recreational areas—i.e., spots, sightseeing, camping, etc.

Objectives

- 4.a. Designate areas for extreme riding
- 4.b. Designate areas connecting routes
- 4.c. Designate _____ to areas of interest

5. Goal: Establish OHV recreation as an acceptable use of the National Forest by providing access to trails that have varying degrees of risk and challenge in areas that are compatible with motorized recreation.

Objectives

- 5.a. The FS should provide a reasonable inventory of trails that offer access to sightseeing, camping, hunting, fishing and wildlife viewing.
- 5b. Maps should be easily available that provide enough detail using standardized criteria showing where to legitimately use an OHV.
- 5c. A standardized four-level difficulty rating should be implemented for all OHV trails.

5. Designate and maintain road and trail access for OHVs throughout the national forest in non-sensitive areas for recreational values.

Objectives

- 6.a. Allow forest visitors the opportunity to visit larger areas of public land with limited physical effort and in a short period of time.
- 6.b. Opportunity to visit remote areas and experience nature in a more natural setting.
- 6.c. Provides a greater number of people with less physical effort to visit a greater expanse of the relational and scenic values of the public lands.

7. Vehicle Assisted Recreation and Access (VARA) recreation is recognized as an acceptable use of the National Forest. The goal should be to use proven recreation management principles to manage vehicle-based recreation that is sustainable, manageable and enforceable.

Objectives

7.a.Routes should be designated that provide a variety of difficulty.

7.b.Routes should be designated that provide a variety of experiences.

7.c.Routes should be designated that provide opportunity for a variety of vehicle types.

7.d.Routes should be designated the provide access to destinations.

7.e.The integrity of the “loop” trail system should be maintained. Loop trails offer trail users a more desirable recreational experience.

7.f. Spurs are suitable for destination features such as scenic overlooks, campsites, viewing historic and cultural resources etc.

E. Management

Goals

1. User-created routes will be closed, revegetated and rehabilitated

2. Routes created under wet conditions or in wetlands and riparian areas will be rehabilitated.

3. The forest should adopt a ban on cross-country travel. Designate a managed system of routes maintained to standards.

4. Close and rehabilitate (re-contour) duplicative, “temporary”, unnecessary or user-created routes.

Objective

4.a. If resource damage or social conflict are likely the route should be repaired, relocated, or closed.

5. Create regulations that are proactive and positive toward motorized OHV recreation management.

Objectives

- 5.a. Provide for designation and establishment of organized trail systems.
- 5.b. Adopt philosophy of promoting route “opportunities” rather than relying only on route “closures.” Follow this up with positive signing of routes.
- 5.c. Designate routes that reflect a variety of users and difficulty preferences. Avoid the philosophy that trails must be “upgraded.”

6. To use resources with minimal or no impact

Objective

- 6.a. The Forest Service will (with aid perhaps of user associations and local (& county groups) control (by perhaps trip permits) the overuse of some routes & increase the under use of the less popular ones.

7. Allow State, BLM, FS & local agencies to work together for the use of OHVs

Objectives

- 7.a. Need to find common ground to assure management of OHVs.
- 7.b. The cooperative (State and local) agencies could have bi-weekly [during summer & bi-monthly (winter)] check points set up to popular OHV destinations on FS & BLM (and on state roads in conjunction with FS & BLM) to check vehicles with OHVs & OHVs for stickers (state fee), proper supervision, rules & regs., safety check, statement of punishment & fines.

8. Sell seed packets at FS and nearby stores.

Objective

- 8.a. Let those who use help replant areas of their concern.

9. Protect the rights of all users while still protecting and maintaining this valuable asset.

Objectives

- 9.a. Provide for high usage (baby-sitting) areas.
- 9.a. Provide for high usage (baby-sitting) areas. (*Comment: Is babysitting something we want to encourage? Is it legal?*)
- 9.b. Cooperation with user groups to help provide maint. Work such a trail maint., marking & cleaning.

10. Maintain well marked and designated routes

Objectives

- 10.a. Upgraded maps—to include GPS points—at intersections
- 10.b. Work closely with local officials
- 10.c. Utilize volunteer groups and organizations

11. Actively manage OHV use by providing an extensive designated route trail system that satisfies the experience desired by OHV recreationists, which keys upon the monitoring factors of customer satisfaction, education, compliance and enforcement.

Objectives

- 11.a. The FS will develop best practice models for trail maintenance and development.
- 11.b. An exhaustive inventory of OHV trails will be completed to support the existence of a legitimate trail system.
- 11.c. The FS will explore all opportunities for “looped trails” to help mitigate the proliferation of user created ghost trails.
- 11.d. signing on the ground will be implemented throughout designated trail systems, to include (at a minimum) route markers, intersection markers, caution signs and interpretive information signs.
- 11.e. Maps will be easily available and contain standardized information on where to ride an OHV (designated routes) and level of difficulty.
- 11.f. Trailheads will be hardened and provide for parking and (at a minimum) pit toilet facilities.
- 11.g. Partnerships will be developed with user groups to form “Goodwill Rider Programs” to enhance education, safety, ethics, user sharing, conservation and compliance.
- 11.h. Law enforcement will be highly visible at the most heavily utilized trail systems and spot-checked at the lesser-utilized trail systems.
- 11.i. Partnerships and grants will be explored to enhance funding for trailhead facilities, trail maintenance and development, signing and mapping.

12. Provide the opportunity for OHV travel and meet the demand for this recreational opportunity in a manner that avoids the loss of natural resources and the animals and human populations dependent upon them.

Objectives

12.a. To have a OHV trail system that is easily followed, identifies hazards, points out critically sensitive areas, and provides for a variety of recreational and scenic opportunities.

12.b. To have a system of roads and trails that interconnect providing for extended travel and access to facilities that enhance this opportunity.

12.c. To have a system of trails that are properly maintained allowing for the novice and less physical riders, but has the opportunity for trails to accommodate a variety of riding skills.

13. To assure that it can be sustained over time as a valid multiple use, motorized recreation shall be rigorously managed. Recreation management will be based first on both short-term and long-term ecological requirements of the land, and secondarily on the recreational desires of humans. Recreation will be compatible with a healthy natural ecosystem and cultural values mandated by the Multiple Use and Sustained Yield Act.

Objectives

13.a. Motorized travel shall be allowed only on roads and routes POSTED open and designated open on Forest maps.

13.b. The use of motorized vehicles off designated roads or routes shall be prohibited.

13.c. All ORVs must be registered with the Forest (registration is free). All machines must display a registration tag, with size and lettering of size comparable to automobile tags, so that it is readily visible at all times.

13.d. Only those forms of recreation that are effectively enforced, in proportion to their potential for ecological damage, will be permitted.

13.e. Any vehicle found in the forest without this tag, observed off-trail, or willfully causing resource damage will be cited and riders will receive punishment adequate to discourage further infractions. Vehicles of repeat offenders will be impounded.

13.f. Forests will welcome citizen data regarding off-road vehicle violations and trespass. When active violations are reported, the FS will respond immediately. When past violations are reported, the FS will follow-up on photographs and other data to determine whether enough evidence exists to issue a citation.

14. “Actively manage OHV use by providing an extensive designated route trail system that satisfies the experience desired by OHV recreationists, which keys upon the monitoring factors of customer satisfaction, education, compliance and enforcement.”

Objectives

14.a. Common standards for management should be considered for implementation on the Fishlake and the Dixie National Forests.

14.b. Maintain, reconstruct, and relocate existing roads and trails to reduce resource impacts.

14.c. Emphasis should first be given to maintenance, reconstruction, and relocation of roads before closures are considered.

14.d. Proper education programs and service programs must be an important focus of the Travel Plan. This emphasis should be a key part to avoiding social user conflicts by providing education to public lands visitors so they utilize the lands suitable for their mode of recreation. For instance, in order to reduce social conflict, the plan should provide for the education of pedestrian and equestrian users about the availability of areas that meet their recreation opportunity setting both in the Forest as well as on adjacent public lands or National Parks.

14.e. Where possible, agencies are encouraged to provide trailheads for popular trails.

14.f. The integrity of the “loop” trail system should be maintained. Loop systems minimize the number of on-trail encounters because non-motorized trail users don’t encounter motorized users going both directions, as they do on non-loop trails. Loop trails also offer trail users a more desirable recreational experience. Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience.

14.g. Spurs are suitable for destination features such as scenic overlooks, campsites, viewing historic and cultural resources etc.

14.h. Utilize standardized trail signing and marking in coordination with the Utah NRCC.

14.i. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.

14.j. The FS will use all upgrading management techniques, such as, bridging, puncheon, realignment, drains, and dips to prevent closure or loss of motorized trail use.

14.k. Integrate the Utah State Trail Patrol Program and/or Good Will Rider Program into the Travel Plan.

14.l. Establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets.

14.m. FS should use valid recreational management principles, i.e., providing a variety of experiences, challenges, including loop trails, trails to breathtaking views, connecting existing routes etc.

14.n. Look to County and Local Governments as well as individuals and user groups for assistance in identifying opportunities for OHV recreation.

14.o. Engage in cooperative management with OHV groups and individuals.

14.p. In order to properly address the increase in popularity of OHV use now and in the future, travel management alternatives should be developed with the objective of including as many roads and trails as possible and addressing as many problems as possible by using all possible mitigation measures. Mitigation first, closure last.

14.q. Proper education programs and service programs must be an important focus of the Travel Plan. This emphasis should be a key part to avoiding social user conflicts by providing education to public lands visitors so they utilize the lands suitable for their mode of recreation. For instance, in order to reduce social conflict, the plan should provide for the education of pedestrian and equestrian users about the availability of areas that meet their recreation opportunity setting both in the Forest as well as on adjacent public lands or National Parks.

14.r. Agencies are encouraged to utilize standardized trail signing and marking in order to lessen confusion. Trails closed unless otherwise marked open are not reasonable. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.
IMPORTANT NOTE: The Fishlake NF is to be commended for fully implementing the Utah State-Wide OHV Trail Signing Standards developed by the NRCC Technical Team. This is in stark contrast to the Dixie NF.

14.s. Current management philosophy seems to be that the only way to address a problem is by closing access to public lands. Eliminating opportunities does not

solve problems. A more reasonable approach is to address problems through mitigation measures such as education, signing and structural improvements such as water bars, trail re-routing, and bridges.

14.t. The FS is encouraged to utilize all trail maintenance and upgrading management techniques, such as, bridging, puncheon, realignment, drains, and dips to prevent closure or loss of motorized trail use. Trails should not be closed because of a problem with a bad section of trail. The solution is to fix the problem area or reroute the trail, not to close it. If funding or manpower is a problem, then other resources should be looked to including local volunteer groups, state or national OHV funding.

14.u. FS is encouraged to integrate the Utah State Trail Patrol Program and/or Good Will Rider Program into the Travel Plan.

14.v. FS is encouraged to promote multiple-use and not exclusive-use. Exclusive-use is the antithesis of public access and recreational opportunities within public lands. Management for exclusive-use runs counter to Congressional directives for management of public lands.

14.w. The Forest Service should look to County and Local Governments as well as individuals and user groups for assistance in identifying opportunities for OHV recreation.

14.x. The planning team should develop management alternatives that allow for proactive OHV management. All alternatives should include specific provisions to mark, map and maintain existing OHV opportunities. All alternatives should include instructions to engage in cooperative management with OHV groups and individuals.

14.y. Alternatives should include areas where OHV trails can be constructed and maintained when demand increases. The existing network of roads and trails in the planning area should be considered an inventory with which to develop recreational trail systems.

14.z. The Planning Team should look for management alternatives that provide for mitigation instead of closure. Options other than closure should be emphasized in each alternative.

14.a.a. The Planning Team should avoid overly restrictive management prescriptions that limit the land manager's ability to respond to changing recreational patterns.

14.b.b. Each road and trail should be inventoried and evaluated on the ground to determine its recreational value and any significant problem areas that require mitigation measures.

14.c.c. Each road and trail should be evaluated for its value as a motorized loop or connected route. Each spur road and trail should be evaluated for its value as a source of dispersed campsite, exploration opportunities, and scenic overlook destination or as access for other reason.

14.d.d. Consider proliferation of new, unplanned roads and trails as signs of the recreation staff not keeping up with demand. Think, "transportation planning", not "travel management". Think in terms of providing recreational experience, not in terms of punishing the public for searching for such experience.

15. The F.S. needs to acknowledge that the increasing use of OHVs on public lands was clearly recognized as early as 1972 with the executive order dealing with this matter from President Nixon. You only get what you plan for!!! In the absence of clear OHV use management plans from the F.S., OHV use led to some issues. The responsibility for those issues lies with both the F.S. and OHV users. OHV users represent a significant population in the U.S. who enjoy using public lands to recreate. The F.S. has a responsibility, as defined in the executive order, to plan for this use. The use is not going to disappear. Fish Lake is a good example of well managed OHV use that has many positive advantages.

Objectives

15.a. F.S. should hold yearly public meetings with interested parties to discuss and review OHV management plans.

15.b. F.S. management plans must include the following items:

15.b.1. Education

15.b.2. Mapping

15.b.3. Signing

15.b.4. Consistent, unbiased enforcement

15.c. Any anthropomorphic activities on or around F.S. public land will have an affect on the forest (OHVs, wilderness, hiking, transportation routes, flower picking). The management plan needs to be balanced and acknowledge that the forest is large enough to accommodate diverse uses in harmony. That should be a stated goal, not "let's close everything to OHVs."

F. Dispersal

Goals

1. Utilize the dispersal of opportunities as a way to reduce impacts to lands and conflicts between users.

Objectives

1.a. Designate staging and trailhead areas that incorporate adjacent places for kids to playride. Designate play areas close to population centers.

1.a. Designate staging and trailhead areas that incorporate adjacent places for kids to playride. Designate play areas close to population centers. ***Comment: Is babysitting something we want to encourage? Is it legal?***

1.b. Designate a wide range of routes.

1.c. Be fair in utilizing the “conflict” argument. OHV users are more willing to share their routes than any other group. If areas are considered for closer to OHV users due to “conflict” argument, then other areas should also be closer to non-motorized users for the same reason.

1.c. Be fair in utilizing the “conflict” argument. OHV users are more willing to share their routes than any other group. If areas are considered for closer to OHV users due to “conflict” argument, then other areas should also be closer to non-motorized users for the same reason.

(Comment: I do not believe this is a valid statement. Are we saying that a hiker, hunter or fisherman cannot walk along an OHV trail? To say that someone needs to have an OHV (which are not affordable to all the public) to use a part of the national forest lands is an “elitist” conception.)

2. To use resources with minimal or no impact

Objective

2.a. The Forest Service will (with aid perhaps of user associations and local (& county groups) control (by perhaps trip permits) the overuse of some routes & increase the under use of the less popular ones.

3. Review open trails/routes/loops to determine if all criteria is being met (resource management) if not, close until problem can be resolved.

Objectives

3.a. Could have a lottery/permit to control routes (etc.) that are being overused & that cannot sustain human/OHV use/abuse. Ex.: Grand Canyon/Carlsbad Caverns...

3.b. FS could inventory all roads trails & loops to conform 2/miles per acres of forest plan

3.c. FS Plan Revision to include all OHV trails, routes & loops to being roads as the OHVs are far louder than cars & trucks.

3.d. FS should incorporate OHV trails into road density calculations. OHV trails and use can have similar detrimental impacts on wildlife and habitat as regular vehicle use on roads (USDA, Forest Service; Draft Environmental Impact Statement; Duck Creek – Swains Access Management Project; Chapter 3, pg. 131). Since OHV use is compounding the numerous ecological problems associated with road density, this issue requires thoughtful attention throughout the Forest Plan Revision process, and any analysis must be coupled to a comprehensive Forest Service Road Management Policy.

4. Ease the burden on high usage areas

Objectives

- 4.a. Good maps and trails for less used or more suitable areas.
- 4.b. Somewhat limiting the usage may discourage over using in an area
- 4.c. Recognize that easing the burden on high usage areas may only proliferate the number of high usage areas.

5. Determine routes and close trails where more than one alternative route exists only after evaluation with local county route designation.

Objectives

- 5.a. Determine routes identification local plans. Close routes in a collaborative manner.
- 5.b. Avoid closing major routes at will without collaborative effort.

6. Minimize impacts and conflicts from OHV use and mitigate concentration by maximizing the dispersal of OHVs where it makes sense on the ground.

Objectives

- 6.a. Develop trail systems that reasonably spread the concentration of OHVs at any one point in time. This will require identifying enough trails to allow for dispersion.

7. Develop trail systems throughout the forest, using roads and trails, and provide multiple ingress and egress points to the forest.

Comment: (This may be a negative – category to avoid over concentration and resource damage – it is certainly a management consideration for use allocation etc.)

Objectives

- 7.a. Disperse use of OHVs by providing multiple access points to the trail system.
- 7.b. Provide interconnecting routes to other public land systems and communities.
- 7.c. Provide well designed and signed short route trails adjacent to campground facilities to enhance family outings; providing for younger novice (beginner) riders and parental supervision.

8. Forest shall determine the effects of dispersal on wildlife, watersheds, and ecosystems before resorting to it as a means of minimizing user conflicts.

9. The Planning Team should carefully consider displaced use. Assuming that closures are eminent in some areas, one could calculate approximately how much existing motorized will be displaced to other areas. The Planning Team should develop alternatives that allow for additional access and additional recreational opportunities in suitable areas in order to properly manage the displaced use.

Objectives

- 9.a. Keep as many routes open for motorized use.
- 9.b. The Forest Service should disperse all forms of recreational use. Dispersing all forms of recreational use over a larger area will result in fewer impacts in any particular area.
- 9.c. Disperse all forms of recreational use so as to minimize conflict and create a more desirable experience.

G. Infrastructure Access/Tool

Goals

- 1. Access to infrastructure shall be granted only to the permitted user via the least minimum tool. Unrestricted public access to utilities is now a security risk.**
- 2. Provide proper and sufficient access to the Forest.**

Objectives

- 2.a. Allow for the establishment of sufficient parking and trailhead locations.
- 2.b. Only minimally improve trails and routes and mainly only on highly used routes.
- 2.c. Designate a range of trails and routes having a wide variety of difficulty and accessing desirable locations and points of interest.

3. Keep trails open.

3. Keep trails open.

(Comment: This should be discussed further)

Objectives

3.a. Great for fire fighting access.

3.b. Seed implantation.

3.c. Tool list could go on forever.

4. Provide access for users' vehicles

Objective

4.a. Trails, maps, and signing can help with this.

5. Maintain good signs, maps, trailhead access, garbage disposal, etc.

Objectives

5.a. Develop signs that are less destructive—also place in locations less apt to be destroyed.

5.b. Utilize volunteer groups, organizations and local government coordination to install signing

5.c. Build bridges, OHV access gates and cattle guards in areas that mitigate impacts.

6. Provide a cross-section of access opportunities that will allow for potential fire fighting, search and rescue, emergency medical requirements, property owner access, fuel wood retrieval and conservation projects.

Objectives

6.a. The FS will undertake a “needs assessment” in areas that might require infrastructure access.

6.b. Based on needs assessment, provide mapping, for limited distribution, that identifies optimal infrastructure access routes.

7. Identify and maintain a trail system that enhances opportunities for fire control, fuel wood gathering and facility maintenance, e.g. livestock watering and animal control structures, etc.

Objectives

7.a. Reduce resource damage by providing infrastructure trails that allows smaller vehicles to access improvements for maintenance purposes.

7.b. Maintain access trails accessible by smaller vehicles and equipment used for fire suppression or personnel carriers for prescribed fire or fire suppression activities.

8. “Provide a cross-section of access opportunities that will allow for potential fire fighting, search and rescue, emergency medical requirements, property owner access, fuel wood retrieval and conservation projects.”

Objectives

8.a. Motorized access should be provided for access facilities or infrastructure for culinary and agriculture water diversions, noxious weed or invasive species management, timber production, wildfire management etc.

H. Orphans (Miscellaneous). Ideas you have that do not fit into any of the above categories

1. Get Forest Management back to Forest Managers.

Objectives

1.a. Establish a process of conflict resolution that can bring management decision back to Forest Managers and away from litigation.

1.b. Establish education programs to help Professional “Green” groups understand that excessive litigation and lack of compromise is counter-productive to the public statements for the environment that these groups profess.

2. Snowmobiles (non-impactful) over the snow trails

Objective

2.a. The FS can make available maps to snowmobilers so to stay out of wilderness areas, critical wildlife acres & off non-motorized trails.

II. -/CHALLENGES/CONCERNS/CONSTRAINTS (Managing People)

Categories

A. Irresponsible/Willful Disobedience (Ethically Challenged)

Goals

1. Reduce negative impacts caused by ethically challenged portion of users.

Objectives

- 1.a. Provide additional educational opportunities for a wide range of users.
- 1.b. In plans and planning recognize the importance of organized groups and activities to help foster “peer pressure” upon those inclined to inappropriate behavior.
- 1.c. Adopt a positive signing protocol to reduce user frustration.
- 1.d. Manage for the majority rather than the few.

2. To accept & take personal responsibility

Objectives

- 2.a. The Forest Service (and other enforcement officials) will have (as part of the ticketing process) the ability to suggest or recommend as part of the correction, service hours (conservation, reconstruction, etc. These hours to be completed before abuser can participate again.
- 2.b. Use of trip permits for users

3. Off Trail Riding

Objectives

- 3.a. Big #s on machines (like license plate) so that can be photographed for use in ticket giving & identification from afar.
- 3.b. Large fines (most ATV rider have money).
- 3.c. Along sensitive areas, line trail with spikes (such as in parking lots).

3.d. All water crossings to have bridges & be “funneled” to them.

4. Remove troublemakers

Objective

4.a. Issue citations to problem riders

5. Better I.D. for ATVs

Objectives

5.a. Get public involved to use cell phones for bad behavior.

5.b. Possible sand dune flags for all ATVs with an ID # on it before going on forest.

6. To encourage proper respect and use of resource.

Objectives

6.a. Achieved by education and cooperation with user groups.

6.b. Limit confrontations with good attitudes.

7. Establish fines and penalties that are significant and meaningful

Objectives

7.a. Impound OHVs

7.b. Assess damage and impose fines to correct.

7.c. Rules should be specific, not vague.

8. Enhance OHV user accountability and responsibility to ensure common sense compliance among the majority of riders so that law enforcement can handle the smaller percentage of willful abusers.

Objectives

8.a. The FS will maximize use of peer-pressure activities such as user-group partnerships for Goodwill Rider programs.

8.b. Maps will contain more extensive information on the repercussions of inappropriate behavior through OHV use, including the potential impact on the privilege to ride and legal penalties in place.

8.c. Law enforcement on the ground will be enhanced through better identification of resources available at the state and federal levels, coupled with increased analysis on where to place those resources.

9. Teach and identify correct principles of conservation and resource protection and allow OHV users to govern themselves.

Objectives

9.a. Connect with sales and advertising companies demonstrating the need for conservation yet providing or demonstrating in a non critical and non-sensitive area the thrills derived and capabilities of the machine. (Don't show mudding with a wilderness background).

9.b. Include with all maps and trails brochures ways on how to protect the natural resources and protect watersheds for human resource needs. (Not the don't do-but the how to's).

9.c. Include with all maps and trails brochures proper etiquette of trail riding and trail protection; respecting the opportunities of others to enjoy the public lands.

10. Vehicle operation without a visible permit, on closed routes, or off designated routes will be reduced to near zero within two years.

Objectives

10. a. Education, enforcement, and a volunteer monitoring system will be combined to achieve this goal.

10. b. Parents/machine owners will be held responsible for actions of their children or any drivers using their machines.

10. c. Areas where irresponsible behavior or willful disobedience is not being curtailed shall be closed to ORV use.

11. "Enhance OHV user accountability and responsibility to ensure common sense compliance among the majority of riders so that law enforcement can handle the smaller percentage of willful abusers."

Comment: Very little of FS's recreational travel route inventory was "planned". The vast majority of routes used by recreationists were constructed for other purposes

such as logging, mining or access to grazing allotments. If the general public waited for the federal land managers to “plan” recreational travelways they would still be waiting.

OHV users, therefore, are unfairly criticized for the increase in “resource conflicts”, and “proliferation of new, unplanned roads and trails”. Although these are important concerns that must be addressed in this planning effort, the situation is not reflective of “out of control” OHV users as much as indicator of the unmet demand for recreational infrastructure.

All too often, recreationists must resort to creating valuable recreational experiences by themselves, with no guidance, input or assistance from land managers. Routes originally constructed for mineral location and development and livestock grazing have been connected and are now used for recreational purposes. Land managers have created little in the way of recreational opportunity.

It is interesting to compare and contrast this situation on the Dixie NF versus the Fishlake NF. Note how the Fishlake has been described as “ahead of the game” in management areas such as route designation, maintenance, activities to address resource impacts, enforcement and monitoring. The Dixie, on the other hand has implemented little in the way of OHV management.

Objectives

11.a. Education should be the first line of action. Proper education programs and service programs must be an important focus of the Forest Plan as well as the Travel Plan. This emphasis should be a key part to avoiding and minimizing resource and social user conflicts by providing education to public lands visitors so they utilize the lands suitable for their mode of recreation. Educational programs could include use of mailings, handouts, improved travel management mapping, pamphlets, TV and radio spots, web pages, newspaper articles, signing, presentations, information kiosks with mapping, and trail rangers.

11.b. When revising the Forest Plan, the FS should incorporate a vigorous recreational education program into all management alternatives.

11.c. When revising the Forest Plan, the FS should Incorporate Good Will Rider Program and/or Utah Trail Patrol into all management alternatives.

11.d. When formulating Travel Plans, the FS should incorporate a vigorous recreational education program and the Good Will Rider Program and/or Utah Trail Patrol into all management alternatives.

11.e. Incorporate local law enforcement into FS law enforcement efforts.

11.e. Incorporate local law enforcement **and other state law enforcement entities, such as UDWR conservation officers**, into FS law enforcement efforts.

11.f. When revising the Forest Plan or formulating a Travel Plan, the FS should consider proliferation of new, unplanned roads and trails as signs of the recreation staff not keeping up with demand. Think, "transportation planning", not "travel

management". Think in terms of providing recreational experience, not in terms of punishing the public for searching for such experience.

11.g. I believe that incorporating cooperative management effort (volunteer coordination) into the Forest Plan and the Travel Plan is the best method to instill a commitment from the agency to engage in volunteer management projects, which are the best method to increase compliance with rules and regulations.

B. Not Knowledgeable/Lack of Education

Goals

- 1. One of the greatest impacts of vehicles on and off roads is the spread of noxious weeds.**
- 2. Educate riders on how their machines carry seed, mow to clean said areas.**
- 3. Educate users, match with enforcement, that routes are closed unless posted open.**
- 4. License plate—large visible number on an OHV that will allow “tattling.”**
- 5. Educate riders on riparian areas, erosion, and how to minimize impact.**
- 6. Increase user education in law and land ethics.**

Objectives

- 6.a. Provide additional educational opportunities and programs for a wide range of users.
 - 6.b. Increase the signing of trails and routes using positive signing objectives.
 - 6.c. Work with user groups to facilitate user education.
 - 6.d. Establish workable guidelines to facilitate organized OHV activities where education can be integrated.
- 7. To understand the resource and how it can be used & shared (without abuse).**

Objective

- 7.a. The Forest Service will be proactive in state & local provide educational training of OHV users, thus, providing a presence of direction and guidance & feeling of team involvement for users, workers, etc.

8. Educate OHV Public

Objectives

7.a. Mandatory OHV classes with all cooperative agencies (FS, BLM, State, P & R. etc).

7.b. Campfire talks on OHV recreation to include all rules, regs & resource impacts & safety.

7.c. Dealers of OHV need to take some responsibility. Cooperative programs/mandatory programs?

9. Truck dealers and ATV dealers involved

Objective

9.a. Tread lightly campaign

10. Make people aware of problems or hazards

Objectives

10.a. Proper signs & maps

10.b. F.S. could use a good public relations person to have helpful, friendly articles on the radio and newspapers

11. Educate recreationists on the potential resource impacts and user responsibilities of OHV use through partnerships with user groups, other agencies and the formal education system.

Objectives

11.a. The FS will effectively use the communication systems of user groups, public media and city/state/county agencies to spread the word on responsible and accountable OHV use, based on an organized campaign with a common message.

11.b. The FS will develop education material and programs that can be utilized in the formal education system of our youth that will teach responsible use instead of no use at all of public lands.

11.c. District offices and information kiosks at strategic locations will always have an ample supply of Travel Plan maps clearly identifying where OHVs can legitimately be used.

12. Properly sign and mark all trails to allow the least suspecting rider a quality experience.

Objectives

12.a. Map, sign and identify both on maps and the ground trails routes and skill needs of the riders to negotiate the trails successfully.

12.b. Unless an alternate route to the same destination exists along the trail; all trails will be identified for skill level by the most difficult part of the trail.

12.c. Utilize suggestions that apply and that are identified in the USFS Fish Lake Forest white papers of 1994 signed by Tobias Martinez pages 6-8.

13. Educate recreationists on the potential resource impacts and user responsibilities of OHV use through partnerships with user groups, other agencies and the formal education system.

Objectives

13.a. Most problems associated with recreation can be addressed by education. Education should be the first line of action and all education measures should be exhausted before pursuing other actions. Educational programs could include use of mailings, handouts, improved travel management mapping, pamphlets, TV and radio spots, web pages, newspaper articles, signing, presentations, information kiosks with mapping, and trail rangers.

13.b. FS should incorporate a vigorous recreational education program into all management alternatives.

13.c. OHV rules and regulations should be available at kiosks.

13.d. The FS should incorporate Cooperative education efforts with Utah State Parks OHV Program in the revised Forest Plan and the Travel Plan.

13.e. Accurate maps and information should be easily available to the public where entering the forest.

13.f. The FS should utilize, and incorporate into the Forest Plan and the Travel Plan unique and innovative educational efforts such as the “Featured Ride” mapping program recently initiated by the Utah Parks and Recreation OHV program.

C. Resource Impact

Goals

1. Cross country or off trail travel should be eliminated from forest plan.

2. Reduce negative impacts to lands and resources.

Objectives

2.a. Increase emphasis on education as in B. above.

2.b. Use route and trail designations to direct users to less sensitive areas.

3. To minimize or eliminate resource impact

Objective

3a. The Forest Service will (with the aid of the counties & local officials) make use of as many of the established roads & routes to create OHV designated routes as possible. By using & sharing these, maintenance & development costs can be shared. New resource areas will (or should not) be minimized to create additional routes, thus reducing resource impact.

4. Reduce impact being made by OHVs on all wildlife.

Objectives

4.a. Follow Sec. 3 (2) of Exec. Order 11644!

4.a. Follow Sec. 3 (2) of Exec. Order 11644! (*Comment: Should Sec. 3(2) should be put in here?*)

4.b. Plan needs to be revised to include all OHV trails, routes, loops as full use roads (classified) because that's how they impact & fragment wildlife.

4.c. Trail closure if resource management not being met.

4.d. F.S. should provide a detailed analysis of both terrestrial and aquatic resource impacts of any designated OHV trail system. Estimates of these impacts shall be submitted to unbiased, disinterested peer review of methodology, data used, and conclusions—and corrected as needed.

5. Tread lightly campaign

Objective

5.a. Maybe futuristic models of commercial of what destruction is possible by misuse.

6. Use the resource to any acceptable degree.

Objective

6.a. Certain areas must be protected with signing.

6.b. Allow use on areas that can take it, such a good trails or dry washes, or sand hills.

7. Leave all existing routes open unless there is a significant reason to close as determined and collaboration by FS management and local officials.

Objectives

7.a. County travel maps and plans need to be considered.

7.b. Utilize the cooperating status of counties.

7.c. Open new trails and routes to mitigate resource impacts.

8. Develop, maintain and reroute trail systems for OHV use that meet reasonable criteria for acceptable resource mitigation that is based on credible science and not emotion.

Objectives

8.a. Implement a designated route system for OHVs that eliminates unlimited cross-country travel through a collaborative process that involves users and other interested parties, supported by a comprehensive inventory of trails.

8.b. Based on credible facts, the following route designation criteria will be considered: threatened or endangered species (and other habitat concerns), floodplains, wetlands and riparian zones, wilderness values, areas of critical environmental concerns, water quality, air quality, cultural resources, prime or unique farmlands, wild and scenic river eligibility, Native American religious concerns, wastes, environmental justice issues and invasive or non-native species impacts.

9. Develop a trail system in (non-identified primitive and wilderness) areas that avoids critical wildlife habitat areas; limits impacts to culinary water systems and sensitive wildlife areas; reduces soil erosion and stream pollution, and avoids irreparable impacts to riparian areas.

Objectives

9.a. Utilize existing population maps of wildlife and species sensitive to vehicle travel along with critical time lines for birth, nesting etc.

9.b. Identify all stream crossings and bridge or stabilize crossings with non erodable material. Crossings should be perpendicular to the stream and not following stream bottom for extended distances.

9.c. Utilize suggestions that apply and that are identified in the USFS Fish Lake Forest white papers of 1994 signed by Tobias Martinez pages 6-9.

9.d. Follow the required guidelines in Ex. Order 1164:
The designation of such areas and trails shall be in accordance with the following--

9.d.1. Areas and trails shall be located to minimize damage to soil, watershed, vegetation, or other resources of the public lands.

9.d.2. Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats.

9.d.3. Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

9.d.4. Areas and trails shall not be located in officially designated Wilderness Areas or Primitive Areas.

9.e. Implement seasonal closure of trails in critical areas during important wildlife life history seasons (i.e. fawning and calving grounds, big game winter range).

10. Within two years all Forest users will be knowledgeable of vehicle operation regulations and responsibilities.

Objectives

10.a. Empower organizations and individuals to install and maintain “closed unless posted open” signs that meet FS standards. and individuals to install and maintain signs that meet FS standards. Close areas where they fail to live up to this responsibility.

- 10. b. Make issuance of free vehicle registration tags contingent upon owner's signed statement that all rules are understood and will be obeyed. Revoke registration/permit if rules are violated.
- 10. c. Revoke registration/permit if rules are violated: for one year first time; permanently second time.
- 10. d. Provide education and interpretation for riders regarding (a) the value of sensitive natural resources, (b) problems that certain types of behavior cause, and (c) how to minimize impact.

11. Recreation use shall be managed to provide opportunities for diverse outdoor recreation experiences while the rustic character and wildlands atmosphere that define the Forests are protected and restored, are reasonably accessible to the public, and are kept intact for generations to come.

Objectives

- 11. a. ORV use shall be allowed only on system roads and routes designated and posted as open for ORVs. Cross country travel shall be prohibited.
- 11.b. Designation of ORV routes shall only occur on FS system roads and routes where the agency demonstrates—in a public process —that use of the route by ORVs (a) enforceable; (b) compatible with long-term native health of the area; and (c) essential for reasonable access to an area (i.e., not redundant).
- 11.c. Designation of ORV routes must be based on specific **criteria**, including, but not limited to,
 - avoidance of sensitive habitat areas,
 - minimal erosion
 - maintenance and protection of wildlife dispersal corridors,
 - protection of migration routes, denning, and calving grounds
 - protection of migration routes, denning, calving *and fawning* grounds
 - protection of critical big game winter range habitat
- 11.d. The use of motorized recreation vehicles on Forest lands shall be permitted only to the extent that monitoring of the impacts and enforcement of restrictions on that use are funded and implemented.
- 11.e. No new motorized routes may be designated, upgraded, or constructed until all existing routes have been subject to appropriate environmental impact analysis and monitoring plans have been prepared and approved.

12. Develop, maintain and reroute trail systems for OHV use that meet reasonable criteria for acceptable resource mitigation that is based on credible site specific science and not emotion.

Objectives

12.a. Routes should be located to minimize damage to soil, watershed, vegetation, air, or other resources.

12.b. Routes should be located to minimize harassment of wildlife or significant disruption of wildlife habitats.

13. Goal is to minimize resource negative impacts. F.S. must recognize that any human use will have an impact on resources. Goal is to reach a balance in the management plan that minimized (may not eliminate) negative impacts while maximizing positive overall impact of human use and experience in the forest. Remember, any trail made by horses, humans, game, or OHVs impacts the resources, don't focus all the negatives on just one.

Objectives

13.a. Plan trails to avoid sensitive areas. Involve user groups in identifying and developing management plans.

13.b. Spend some of the monies generated by OHV registration to repair/restore trails. That is what the money is collect[ed] for, not general uses.

13.c. Involve OHV user groups to help stabilize trails and repair areas. F.S. needs to improve their process for enlisting volunteer service and make it less cumbersome (insurance, training, etc.)

13.d. Review all remedies and solutions before closing trails.

14. OHV trail planning and designation must be balanced between different forms of recreational access, such as walk-in hunting and angling opportunities, and natural resource protection, such as stream and riparian protection.

D. Intangible Resource Impact

Goals

1. Be aware but treat with caution [an environmental buzz word and an area of non-provable results—generally used to confuse and distract from the real issues by environmentalists].

2. To not hear or see OHVs on a non-motorized trail or in wilderness areas.

Objectives

2.a. Need study: How much noise (decibels) do 6-8 OHV machines make as a group & how far can it be heard? Use this criteria when designing & designating trails for OHVs.

2.b. Also need to consider impact on private homes, homesites & critical wildlife areas.

2.c. Mandatory 4-stroke motors & mufflers.

3. Help keep the forest pristine

Objectives

3.a. Sell seed packets for different areas so ATVers can replenish plants

3.a. Sell seed packets *with approved native seed* for different areas so ATVers can replenish plants

3.b. Dumpster at key traffic areas on forest and on key highway entrances to forest.

4. We must learn to share this planet

Objectives

4.a. Education. Appreciate others' feelings.

4.b. Good P.R. by F.S.

5. Allow for OHV use opportunities that are compatible with the experience desired by non-motorized forest users.

Comment: Note: Contrary to the original outline, I recommend that Intangible Resource Impact and Social Conflict be combined

Objectives

5.a. Where practical, trailheads will set the stage for the type of use allowed out of such trailhead. (Combined motorized and non-motorized use trailheads will still occur, but will be clearly signed for the combined uses).

5.b. Improve mapping for non-motorized experiences to help mitigate conflict with OHV users.

5.c. Increase the emphasis on education for "tolerance" toward multiple use of public lands through printed material and the formal education system. *[An example may be in order. When I go hiking in the backcountry, even in a*

designated wilderness area, is it really the Forest Service's responsibility to provide me with an experience where I cannot hear an airplane? It may be time for a reality check!]

5.d. Initiate partnerships with manufacturers of OHVs to develop responsible and realistic advertising.

6. Avoid degradation of resources by properly designed trails and use consistent with suitability of resources.

Objectives

6.a. Avoid slopes that exceed ____percent. Develop trails on the contour providing switchbacks where needed. Provide adequate water bars based on percent slopes and erodability of the soil on the trail.

6.b. Avoid road less areas that have been identified as containing primitive or wilderness characteristics.

6.c. Monitor use and identify specific resource impacts created by trails and either limit use by seasonal restrictions number of using vehicles or periodic closures to allow natural processes of vegetative recovery etc. to occur.

7. [Goal not stated]

Comment: *Any "goal" that is designed to respond to any "intangible resource impact" is unlawful and improper.*

The National Forest Management Act requires the Secretary of Agriculture to assess forest lands, develop a management program based on multiple-use, sustained-yield principles, and implement a resource management plan for each unit of the National Forest System. It is the primary statute governing the administration of national forests.

It is the responsibility of the Forest Service to assess the nation's public and private renewable resources and develop a national renewable resource program; to serve the national interest, the development of the renewable resource program must include a thorough analysis of environmental and economic impacts, coordination of multiple-use and sustained-yield, and public participation; the Forest Service has the responsibility and opportunity to assure a national natural resource conservation posture that will meet our citizens' needs in perpetuity;

Additionally, the Act requires regulations to address wildlife resources and environmental protection. For example, the Secretary must specify procedures to ensure management plans are in accordance with the National Environmental Policy Act of 1969. Also, the Secretary must specify guidelines for developing management plans that: ensure consideration of both economic and environmental factors; provide for wildlife and fish; provide for the diversity of plant and animal communities; ensure

timber harvesting will occur only where water quality and fish habitat are adequately protected from serious detriment; ensure clearcutting and other harvesting will occur only where it may be done in a manner consistent with the protection of soil, watersheds, fish, wildlife, recreation, aesthetic resources and regeneration of the timber resource. Other laws and regulations require consideration of T&E Species and other tangible resources.

No mention is given to “intangibles”. Intangible resources by definition are subjective and cannot be measured and therefore cannot be planned for.

Objectives

Not applicable

E. Social Conflict

Goals

1. Reduce conflict between different user groups.

Objectives

1.a. Establish in planning and encourage through education philosophy that resources are finite, all uses have impact, and this will require all users to learn again how to “share.”

1.b. Establish in planning that only when necessary, should uses be restricted due to “user conflict” and then plan to jointly reduce motorized activities that are in conflict with non-motorized activities as well as reducing non-motorized access and activities that are in conflict with motorized activities or uses.

2. Each forest shall contain multiple, varied, and large non-motorized areas where motorized use is prohibited. Restrictions must be adequately posted, enforce, and infractions rehabilitated.

3. To reduce negative conflict with other uses of the forest (stockmen, etc.).

Objectives

3.a. The Forest Service & OHV user groups will work to keep gates & fences intact (perhaps adding cattle guards where routes transverse these obstacles).

4. To not hear or see OHVs on a non-motorized trail or in wilderness areas.

5. Schedule events out of hunting seasons (Jamborees)

Objectives

5.a. Possible rotational use in the five general units for hunting season until deer herds rebound.

5b. Closer working relationship with BLM, DWR, F.S. only for getting herd to rebound. Incorporate for a tool to implement at any time.

6. We must learn to share this planet

Objectives

6.a. Education. Appreciate others' feelings.

6.b. Good P.R. by F.S.

7. Manage the forest for multiple use.

Objectives

7.a. Environmental community does not need 100% wilderness

7.b. Identify areas where hikers and the environmental communities will find solitude

8. Avoid or close OHV use on steep hiking or equestrian trails.

Objectives

8.a. Do not develop or close use to OHVs on trails too steep to control erosion and that are more suited for hiking and equestrian use.

8.b. Ex. Order 11644 -(3) Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, **taking into account noise and other factors.**

8.c.

- Quest for access to everything by everybody throws opportunities for quiet recreationists & true nature lovers way out of balance
- Conflicts with other uses & users. Solitude—noise—speed.
OHVehicles/People/Animals/Bikes

- OHV use, spread, and development are part of a mechanization of U.S. National Forests
- Sound, dust degrade the desired experience
- Conflicts with some non-motorized uses
- Over use of the more popular sites & trails
- Jamboree conflict during hunting season
- Conflicts between users
- Too much polarization of users/non-users breeds un-needed conflict
- Rob quiet recreationists of their family togetherness & social opportunities
- Differences in user expectations are not tolerated well
- Speed and quest to see/cover more ground faster emphasize quantity over quality
- Speed & all terrain technology amplify every person's impacts over huge areas & other people

9. Recreation will be managed to provide balanced opportunities for diverse outdoor recreation experiences, including motorized, while protecting natural and ecological features of the Forests.

10. Achieve balance in the recreation opportunities spectrum by assuring that recreationists are personally connected to the Forest and committed to its long term viability rather than just exploiting the resource for personal pleasure.

Objectives

- 10. a. Facilitate research, training, and education in recreational land limitations and ethics.
- 10.b. Undertake an educational program to inform both staff and recreationists of the demand for and benefits of almost zero impact recreation.
- 10.c. Train FS staff and educate other users to be aware and considerate of forest users who leave no trace.
- 10.d. Acknowledge in educational materials that the presence of roads, machines, and accompanying noise and dust destroy the quiet and solitude of people.
- 10.e. Develop and implement carrying capacity analysis before new recreational routes or trails are allowed. Allow only low density/low impact uses in valuable habitat areas.
- 10.f. Design access, trailheads, routes and trails to minimize potential conflicts. In areas where neither design nor management can reduce conflict to near zero:
 - 10.f.1. Interests of wildlife shall prevail over human desires
 - 10.f.2. Human and horse powered recreation shall prevail over motorized.

11. Forest Service should provide information to forest visitors so that they may be directed to the recreational experience they desire.

Objectives

11.a. Educate the non-motorized visitors about when and where they may encounter vehicle traffic as well as informing them of areas where they may avoid such encounters.

11.b. Educate vehicle-assisted visitor of where the road or trail might be shared with non-motorized visitors, and encouraging slower speeds and a more courteous ethic in these areas.

11.c. Re routing either use so as to avoid sections of roads or trails that are extremely popular with both groups. For example, a hiking trail can be constructed to avoid a section of popular OHV routes. Or an equestrian trail may be constructed to avoid a section of popular mountain bike route, etc.

11.d. Dispersing all forms of recreational use so as to minimize conflict and create a more desirable experience.

11.e. FS is encouraged to promote multiple-use and not exclusive-use. Exclusive-use is the antithesis of public access and recreational opportunities within public lands. Management for exclusive-use runs counter to Congressional directives for management of public lands.

12. Cultural conflict.

Everyone's goal should be to minimize conflict and maximize positive interactions. A good management plan will help. Also, common sense should prevail. My activity is always less of an impact than your activity. Any human activity in a forest will have an impact. Separation of some of the activities will help avoid cultural impacts.

Objectives

12.a. Yearly public meetings to discuss management plans and any cultural conflicts.

12.b. Create OHV-only user areas in appropriate locations (so called play areas). F.S. needs to bond with local OHV user groups or interested parties to help maintain and control these areas. Providing such areas will help keep use contained and controlled.

12.c. Clear mapping and signing of trails. If you don't do this, it is not completely fair to blame OHV users for getting lost or misunderstanding trail designations.

12.d. Education. Clearly communicate with parents and youth about responsible OHV use. Enlist user groups to help with this message. Enforce that children under a certain age must ride with adult supervision.

12.e. Identify key areas of conflict and development a management plan.

12.e.1. Noise—education and enforcement.

12.e.2. Trail use-map and sign to avoid conflict

12.f. Model after other F.S. successes, e.g. Chequamegon National Forest in WI

12.g. Engage F.S. in high schools and grade schools to help educate youth on responsible OHV use.

F. Safety

Goals

1. Maximize User Safety

Objectives

1.a. Designate routes and publish maps showing route difficulty.

1.b. Provide OHV route opportunities away from roads being utilized by full-sized vehicles.

1.c. All trails to remain as natural and unimproved as possible to keep speeds low.

1. To improve trails

Objective

2.a. The Forest Service will design trails with lots of curves. This will not only add mileage, but also reduce speed on tight, narrow trails.

2. To manage under age riders

Objectives

3.a. FS adopt no use under 8 years of age.

3.b. All under 16 years or without licenses only with parental supervision.

8-14 yrs. Old limited to 90cc OHV or less with top speed of 20 mph. 14-16 (licenses) limited to 125 cc OHV or less with top speed of 40 mph.

3.c. All under 16 yr. mandatory OHV safety, rules & regs. and resource management classes with test to hold an OHV card that is revocable.

4. Safe operation of ATVs

Objectives

3.a. Require close supervision of children on ATVs under 16 yrs.

3.b. Post “slow speed” signs where required

3.c. Suggest cell phone where coverage exists

5. People to use public lands in a safe manner

Objectives

5.a. This cannot be legislated

5.b. Education.

6. FS to enforce all State and Federal laws regarding OHV licensing.

Objectives

6.a. Support, encourage and host OHV safety classes

6.b. Good trail markers identifying trail difficulty

6.c. Enforce laws through fines and penalties

6.c.1. 41-22-10.8. Protective headgear requirements - Owner duty - Penalty for violation.

6.c.2. 41-22-29. Operation by persons under eight years of age prohibited - Definitions - Exception - Penalty.

6.c.3. 41-22-30. Supervision, safety certificate, or driver license required - Penalty.

7. Provide for a safe environment for OHV use, weighing expectations for risk and challenge, through identification of appropriate designated routes.

Objectives

- 7.a. Implement a standardized, four-level, difficulty rating system for all OHV trails.
 - 7.b. Partner with the Utah Division of Parks and Recreation for aggressive enforcement of all OHV laws, including certification of youth riders.
 - 7.c. Properly sign the existence of multiple use traffic.
 - 7.d. Partner with user groups for the distribution of standardized safety tip material.
 - 7.e. Pursue public media opportunities for dissemination of safety messages.
8. “Provide for a safe environment for OHV use, weighing expectations for risk and challenge, through identification of appropriate designated routes.”

Objectives

- 8.a. Educating the vehicle-assisted visitor of where the road or trail might be shared with non-motorized visitors, and encouraging slower speeds and a more courteous ethic in these areas.
- 8.b. Re routing either use so as to avoid sections of roads or trails that are extremely popular with both groups. For example, a hiking trail can be constructed to avoid a section of popular OHV routes. Or an equestrian trail may be constructed to avoid a section of popular mountain bike route, etc.
- 8.c. Dispersing all forms of recreational use so as to minimize conflict and create a more desirable experience.
- 8.d. Utilize standardized trail signing and marking in coordination with the Utah NRCC including the standardized trail difficulty rating system for all OHV trails.

G. Economics

Goals

- 1. The costs in resource damage, trail maintenance, loss of habitat, search and rescue must be balanced against economic benefits.**

Objective

1.a. Complete unbiased cost/benefit analysis, and respond to the analysis in a proactive way.

2. Only create as many OHV trails/loops/routes that can be effectively managed & policed by FS.

Objectives

2.a. Seek the aid of other cooperative agencies

2.b. Be realistic in planning (if no money is appropriated for law enforcement, then no trails can be policed)

3. Manage resource in proper manner

Objectives

3.a. Education, proper signing

3.b. Take input from public before any arbitrary action such as closing a road/trail.

4. To manage F.S.'s limited resources

Objectives

4.a. Allow volunteer help more with maint. and cleaning

4.b. Realize where money comes from—OHV taxes, etc.

5. [I disagree with including economics as a challenge, concern and constraint for OHV use. My basis is the fact that OHV users pay their own way. There is a registration fee for all OHVs and an even more significant property tax on such vehicles. In fact, there is more paid-in by the OHV community than is received back into OHV programs. The other concerns identified under this category are more appropriately addressed within Social Conflicts.]

6. Allow OHV use to the capability of the resource in non-designated wilderness and or primitive areas.

Objectives

- 1.
- 2.
- 3.

- Costs to maintain-costs to police
- Challenge of finding funds to sustain trails, programs, construction and education

- Residential private property values adjacent to babysitting/play areas would probably decrease due to dust and noise
- Economic/crime problem
 - OHVs chase off far more numerous “quiet users”
 - documented increased crime problem, from resource damage to theft, rape & murder
 - incompatibility means choosing OHVs at the exclusion of others
- OHVs and their trails cost a lot to create, maintain & control
- OHVs also are an exclusive use; “elitist” in that they cost a lot
- Cost per user is much higher than person on foot, both economically & environmentally

7. Perform the same analysis to all other forms of recreation, to the same rigorous standards, called for in Opportunities for OHV Use Part A

Objectives

7.a. Recognize and utilize data and information from the National Survey on Recreation and the Environment and all other studies pertaining to numbers of quiet recreationists and the money they spend to find quiet and solitude.

8. Forest Service should facilitate economic benefits to adjacent communities when developing a travel plan.

Objectives

8.a. When possible, route OHV routes into adjacent communities

8.b. Identify areas where local communities may post information regarding goods and services are available.

8.c. Identify as many routes as possible that may be used for Jamborees and other organized events.

8.d. The Special Recreation Permit application process should be made as streamlined as possible.

H. Management (Includes law enforcement)

Goals

1. Provide clear set of directives to law enforcement personnel

Objectives

- 1.a. Produce and make available adequate maps of opportunities.
- 1.b. Emphasize education in law enforcement activities.
- 1.c. Designate adequate access opportunities.
- 1.d. When the Forest Service is given a much larger appropriation—hire more law enforcement personnel.

2. To use resources with minimal or no impact

Objectives

- 2.a. The Forest Service will (with aid perhaps of user associations and local (& county groups) control (by perhaps trip permits) the overuse of some routes & increase the under use of the less popular ones.

3. All agencies need to be involved with law enforcement.

Objectives

- 3.a. Consistent fines, rules & regs. within agencies so to more easily overlap & mesh.
- 3.b. Fines need to fit the crime. Ex. Speeding in a car 10 mph over the speed limit can illicit a \$100 + fine, etc.
- 3.c. “HOT LINES” for illegal OHV use.

4. Increase awareness of impacts.

Objectives

- 4.a. More visible identification on ATV (possible sand dune flag 2/3)
- 4.b. More response by public of bad behavior (public patrolled)
- 4.c. Tread lightly hopefully promoted by ATV sales and pickup truck sales.

5.[Dixie NF] Establish trails—repair damage

Objectives

- 5.a. Establish and sign trails
- 5.b. Repair boundary fencing

5.c. Provide parking and unloading area

5.d. Make available trail maps (small) and instructions

6. Manage resource in proper manner.

Objectives

6.a. Education, proper signing.

6.b. Take input from public before any arbitrary action such as closing a road/trail.

7. Provide funding that will allow sufficient employment of local law enforcement (not FS) to enforce OHV routes.

Objectives

7.a. State funding from license fees

7.b. Impose large enough fines to get people's attention-- fines collected/retained to enforcement pool.

7.c. Allow a process for all users of FS to report and investigate violations.

8. Provide the opportunity for OHV use on public lands that is actively managed without arbitrarily detracting from the desired experience sought by OHV users or adversely impacting the environment or the experience of other forest users.

Objectives

8.a. Based on a comprehensive inventory of trails, develop a designated route system at each District level.

8.b. Ensure maps are easily and readily available that clearly identifies designated routes for OHV's, along with other educational and compliance information.

8.c. Partner with user groups and other agencies to initiate effective Goodwill Rider programs that utilize peers to educate and stimulate compliance for acceptable OHV use behavior.

8.d. The FS will explore all opportunities for "looped trails" to help mitigate the proliferation of user created ghost trails.

- 8.e. Trailheads will be hardened and provide for parking and pit toilet facilities (at a minimum).
- 8.f. Standardized signing on the ground will be implemented throughout designated trail systems, to include (at a minimum) route markers, intersection markers, caution signs and interpretive information signs.
- 8.g. Law enforcement will be highly visible at the most heavily used trails and spot-checked at the lesser-used trails.
- 8.h. Partnerships and grants will be pursued to enhance funding for trailhead facilities, trail maintenance and development, signing and mapping.
9. Develop trail use systems that are consistent with other state and federal agencies and use consistent designation criteria.

Objectives

- 9.a. Utilize suggestions that apply and that are identified in the USFS Fish Lake Forest white papers of 1994 signed by Tobias Martinez pages 6-9.
- 9.b. Utilize the OHV trail signing standards prepared by the NRCC Technical Team. (9/5/01).
- 9.c. Utilize desired future conditions information and criteria.
- 9.d. Utilize route designation criteria and route selection criteria identified by Robin (BLM info).

9.d.1. Route Designation Criteria

In determining conflicts and potential impacts, at a minimum the NEPA critical elements of the human environment will be considered. These are the basis for the Field Office designation criteria. The critical elements for the human environment are:

- Threatened, Endangered or Candidate Species
- Floodplains
- Wetlands and Riparian Zones
- Wilderness Value
- Areas of Critical Environmental Concern
- Water Quality (drinking/ground)
- Air Quality
- Cultural Resources
- Prime or Unique Farmlands
- Wild and Scenic Rivers (eligible)
- Native American Religious Concerns

- Wastes, Hazardous or Solid
- Environmental Justice
- Invasive, Non-native Species

9.d.2. Possible elements for route selection criteria (in addition to the NEPA critical elements)

Desired future condition

Special Designation prescriptions including Special Recreation Management Areas

Paleontological resources

Watershed resources

Erosive soils

Saline soils

At risk watersheds

Municipal watersheds

Vegetative resources

Relic vegetation

Sage brush community

Grasslands

Riparian Vegetation

Wet Meadows

Wildlife resources

Crucial winter habitats

Calving and fawning habitats

Streams, springs, seeps, bogs and other aquatic habitats and associated wildlife species

Visual resources

Elimination of route redundancy

Standards for Public Land Health and Guidelines for Recreation Management for BLM Lands in Utah

Recreation Opportunities/Experiences

ROS

User Conflicts

Public health and safety

Rangeland Standards

Forest resources

Administrative access for BLM and BLM authorized activities

Energy Development

Known maintenance agreements

Potential for adverse or positive economic impacts

Fire considerations

Abandoned Mine Lands

I believe that “challenges” associated with OHV use are best addressed by

10. “Provide the opportunity for OHV use on public lands that is actively managed without arbitrarily detracting from the desired experience sought by OHV users or adversely impacting the environment or the experience of other forest users.”

Comment:

I believe that “challenges” associated with OHV use are best addressed by something I call “pro-active OHV management”. Because I address education and enforcement is in suggested Objectives for Management as well as other items, I recommend the very same Objectives for the Category of “opportunities” as I do for “challenges”.

Objectives

10.a. Common standards for management should be considered for implementation on the Fishlake and the Dixie National Forests.

10.b. Maintain, reconstruct, and relocate existing roads and trails to reduce resource impacts.

10.c. Emphasis should first be given to maintenance, reconstruction, and relocation of roads before closures are considered.

10.d. Proper education programs and service programs must be an important focus. of the Travel Plan. This emphasis should be a key part to avoiding social user conflicts by providing education to public lands visitors so they utilize the lands suitable for their mode of recreation. For instance, in order to reduce social conflict, the plan should provide for the education of pedestrian and equestrian

users about the availability of areas that meet their recreation opportunity setting both in the Forest as well as on adjacent public lands or National Parks.

10.e. Where possible, agencies are encouraged to provide trailheads for popular trails.

10.f. The integrity of the “loop” trail system should be maintained. Loop systems minimize the number of on-trail encounters because non-motorized trail users don’t encounter motorized users going both directions, as they do on non-loop trails. Loop trails also offer trail users a more desirable recreational experience. Agencies are encouraged to provide opportunity for "motorized loop trail systems" to lessen impacts and to provide a better recreational experience.

10.g. Spurs are suitable for destination features such as scenic overlooks, campsites, viewing historic and cultural resources etc.

10.h. Utilize standardized trail signing and marking in coordination with the Utah NRCC.

10.i. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.

10.j. The FS will use all upgrading management techniques, such as, bridging, puncheon, realignment, drains, and dips to prevent closure or loss of motorized trail use.

10.k. Integrate the Utah State Trail Patrol Program and/or Good Will Rider Program into the Travel Plan.

10.l. Establish OHV census collection points at road and trail collection points. Include an OHV category on all trail and road census sheets.

10.m. FS should use valid recreational management principles, i.e., providing a variety of experiences, challenges, including loop trails, trails to breathtaking views, connecting existing routes etc.

10.n. Look to County and Local Governments as well as individuals and user groups for assistance in identifying opportunities for OHV recreation.

10.o. Engage in cooperative management with OHV groups and individuals.

10.p. In order to properly address the increase in popularity of OHV use now and in the future, travel management alternatives should be developed with the objective of including as many roads and trails as possible and addressing as many problems as possible by using all possible mitigation measures. Mitigation first, closure last.

10.q. Proper education programs and service programs must be an important focus of the Travel Plan. This emphasis should be a key part to avoiding social user conflicts by providing education to public lands visitors so they utilize the lands suitable for their mode of recreation. For instance, in order to reduce social conflict, the plan should provide for the education of pedestrian and equestrian users about the availability of areas that meet their recreation opportunity setting both in the Forest as well as on adjacent public lands or National Parks.

10.r. Agencies are encouraged to utilize standardized trail signing and marking in order to lessen confusion. Trails closed unless otherwise marked open are not reasonable. Trails, when closed, should be signed with an official, legitimate reason. Monitoring should be implemented to justify the reasons stated.

IMPORTANT NOTE: The Fishlake NF is to be commended for fully implementing the Utah State-Wide OHV Trail Signing Standards developed by the NRCC Technical Team. This is in stark contrast to the Dixie NF.

10.s. Current management philosophy seems to be that the only way to address a problem is by closing access to public lands. Eliminating opportunities does not solve problems. A more reasonable approach is to address problems through mitigation measures such as education, signing and structural improvements such as water bars, trail re-routing, and bridges.

10.t. The FS is encouraged to utilize all trail maintenance and upgrading management techniques, such as, bridging, punchon, realignment, drains, and dips to prevent closure or loss of motorized trail use. Trails should not be closed because of a problem with a bad section of trail. The solution is to fix the problem area or reroute the trail, not to close it. If funding or manpower is a problem, then other resources should be looked to including local volunteer groups, state or national OHV funding.

10.u. FS is encouraged to integrate the Utah State Trail Patrol Program and/or Good Will Rider Program into the Travel Plan.

10.v. FS is encouraged to promote multiple-use and not exclusive-use. Exclusive-use is the antithesis of public access and recreational opportunities within public lands. Management for exclusive-use runs counter to Congressional directives for management of public lands.

10.w. The Forest Service should look to County and Local Governments as well as individuals and user groups for assistance in identifying opportunities for OHV recreation.

10.x. The planning team should develop management alternatives that allow for proactive OHV management. All alternatives should include specific provisions to mark, map and maintain existing OHV opportunities. All alternatives should

include instructions to engage in cooperative management with OHV groups and individuals.

10.y. Alternatives should include areas where OHV trails can be constructed and maintained when demand increases. The existing network of roads and trails in the planning area should be considered an inventory with which to develop recreational trail systems.

10.z. The Planning Team should look for management alternatives that provide for mitigation instead of closure. Options other than closure should be emphasized in each alternative.

10.a.a. The Planning Team should avoid overly restrictive management prescriptions that limit the land manager's ability to respond to changing recreational patterns.

10.b.b. Each road and trail should be inventoried and evaluated on the ground to determine its recreational value and any significant problem areas that require mitigation measures.

10.c.c. Each road and trail should be evaluated for its value as a motorized loop or connected route. Each spur road and trail should be evaluated for its value as a source of dispersed campsite, exploration opportunities, and scenic overlook destination or as access for other reason.

10.d.d. Consider proliferation of new, unplanned roads and trails as signs of the recreation staff not keeping up with demand. Think, "transportation planning", not "travel management". Think in terms of providing recreational experience, not in terms of punishing the public for searching for such experience.

11. Establish a reward system.

Objectives

11.a. Offer \$500-\$800 reward. This money to be recovered with the conviction and paid for by the offenders, as well as restitution to damaged area and legal fees as well as officer hours. Nothing seems to be a bigger deterrent than pocket money spent on ignorance and blatant misconduct.

11.b. To keep cost of law enforcement down and give the users opportunity to help themselves.

I. Orphans (Any ideas you have that don't fit into any of the above categories)

1. Inventory for suitable and capable areas for OHV use within forest bdry. and evaluate possibility of meeting demand by utilizing adjacent public land administered by other agencies.

2. After thinking about what we are doing I have come to the conclusion that:

There is a need to make a distinction between OHV SNOWMOBILE USE and all other OHV's. The use, resource impacts, social conflicts, trail designations etc. are much different and should be separated. Criteria for winter time use (sufficient snow cover) should be a separate item.

-30-